

Project Status

Project Schedule

2001

Nisqually earthquake shook Puget Sound

2002

Alternatives for environmental review selected

2002-2005

Design work begins

2006

- Updated cost estimates released
- Supplemental Draft EIS

2007

Final EIS

2008

- Record of Decision
- Begin utility relocation

2010

Begin SR 99 construction

Is this the final design for the south end of the project?

This design reflects the direction the team is heading, but we will continue to refine the design as we near construction in 2010. We are providing advance information so people have a better idea of what this new interchange might look like. More information will be available in late 2006.

Contact Us:

- Visit www.wsdot.wa.gov/projects/viaduct
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- Leave a message on the project information line at 206-269-4421
- Write:
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Seattle, WA 98104

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The Alaskan Way Viaduct & Seawall Replacement Project

07.06

South End of the Viaduct Corridor

The south end of the Alaskan Way Viaduct runs through the industrial heartland of Seattle. The Port of Seattle, the stadiums, the Colman Dock ferry terminal, and others depend on the viaduct and the access roads that weave around and under it. As part of the viaduct replacement, there are many improvements planned for the south end that will facilitate traffic movement throughout the city. These design improvements are the same for both the cut-and-cover tunnel and the elevated structure alternatives.



We have been working on design solutions for this part of the corridor since 2002. In developing the design for the interchange project, the team measured different options against these objectives:

Traffic operations:

- Improve access between SR 99 and local roads
- Create better connections on surface streets
- Provide efficient ramps and intersections
- Maintain or improve travel times during peak traffic periods

Stakeholder Issues:

- Maintain rail operations
- Provide access to the Port of Seattle
- Maintain Coast Guard operations
- Provide access to ferry terminal

Design Elements:

- Meet access and right-of-way requirements
- Minimize utility impacts
- Consider urban design features

Flexibility:

- Accommodate related projects
- Avoid impacts to historic buildings and social service agencies?

South End Alignment

After the initial plan was found to have significant impacts, the team went back to the drawing board.

With input from stakeholder groups, the team went back to the drawing board to see if they could reduce the ‘footprint’ of the design to minimize impacts and reduce costs from the original plan. They found that reducing costs significantly reshaped the south end design.

After studying many design options and meeting with affected industry and community groups, the project team developed a new and improved design.



South End Alignment

This new design provides:

- Improved traffic flow on SR 99 ramps and adjacent intersections
- Better connections between the Port of Seattle cargo terminals and the rail yard
- Less potential conflicts between rail and vehicle operations
- Fewer impacts to nearby private properties
- Significant cost savings
- Less impact to historic structures and social service agencies.



Original South End Concept



South Atlantic Street, South Royal Brougham Way, and adjacent frontage roads create an aerial structure over SR 99. This plan is included in the Supplemental Draft Environmental Impact Statement, published in summer 2006.

New South End Concept Under Development



In this design, South Atlantic Street remains at-grade, while South Royal Brougham Way is an aerial structure with an elevated intersection. SR 99 is elevated, going above South Atlantic Street and under South Royal Brougham Way.